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# The Hongkong Telegraph

WEATHER FORECAST  
SHOWERY.  
Barometer 29.80.

August 7, 1918. Temperature 6 a.m. 79 2 p.m. 85  
Humidity 84 78

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August 7, 1917. Temperature 6 a.m. 79 2 p.m. 83  
Humidity 86 77

8014 日一初月七

WEDNESDAY, AUGUST 7, 1918.

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## REUTER'S TELEGRAMS.

### THE FIGHTING ON THE VESLE.

#### STUBBORN RESISTANCE BY THE GERMANS.

##### A DECISION OF INTENSE SIGNIFICANCE APPROACHING.

London, August 5.  
Reuter's correspondent at the French Headquarters, telegraphing on the afternoon of August 5, says:—The enemy's artillery fire is very heavy along the whole line of the Vesle, and the Germans are opposing with very vigorous resistance. Nevertheless, French patrols crossed the river at several points between Sermaise and Fismes, where the Americans crossed, and between Fismes and Matison. The Germans on the north bank are abundantly supplied with machine guns, and their aviators are machine-gunning our troops. Between Matison and Rheims, where we are firmly established on the south bank, there has been the hardest fighting. A hot encounter occurred, notably at Vantes Farm, near Matison, for the passage of the river. After it had been captured, the Germans sent across two detachments to retake it, both of which were repulsed after a severe fight. West of Brieine, the enemy stubbornly resisted our passage of the river. On the Avre, the French have occupied the whole line of wooded hills overlooking the steep river valley from Braches to Meenil St. Georges. Hard fighting is in progress at Hargivout, on the left bank, where the Germans are holding the railway station. The enemy is still in Morisel.

##### The Situation on the Aisne.

London, August 5.  
Reuter's correspondent at the British Headquarters, telegraphing on August 5, says:—Our patrols are most active in and around Albert and maintain close touch with the enemy. The Germans are holding in considerable strength the possible crossings of the Aisne in Albert. The Germans are probably experiencing difficulties in the La Bassée sector owing to the heavy rains. Yesterday the signs of a slight withdrawal half a mile north of La Bassée Canal were noticed and we quickly pushed out patrols into what had been enemy positions. Much hostile shelling in this area throughout the day suggested that something was going on. Rumours of increasing despondency in enemy regiments and stories of soldiers refusing to go into the trenches are being circulated.

##### German's Declining Morale.

London, August 5.  
Reuter's correspondent at the British Headquarters, telegraphing on the evening of August 5, says:—The new situation in the Aisne area has at present settled down. The enemy front line across the Aisne now skirts the high ground north of Dermaucourt and from thence east to Maunette, so that the two sides face one another across a wide, deep valley with open observation, rendering infantry operations difficult and costly. The ebbing German morale under the influence of recent events is very real and somewhat widespread among the rank and file. The High Command is paying the penalty of concealment and misrepresentation. Prisoners are unanimous in discrediting the statements of General Ludendorff and generally agree that 60,000 prisoners and 800 guns have been captured since July 12.

A letter written by a member of a German Trench-Mortar Company, on July 27, has come into our possession. It reads:—"You will be back in the thick of the mess. Shirk as much as you can. Don't be stupid. We are risking our lives for the Bigwigs. Our regiment is nearly wiped out, but we have not pushed very far. This is becoming the great mistake that ever was. Germany seems to be slowly crumbling to pieces."

##### A Decision Approaching.

London, August 5.  
Reuter's correspondent at the American Headquarters, telegraphing on the afternoon of August 5, says:—The last two days have been steady by a fresh show of resistance by the enemy, also by the necessity of getting the implements of battle again in proper places. The German retirement has been conducted most skillfully and not a man or a gun has been used to delay the advance more than was absolutely necessary. The enemy nowhere got so far away as to feel free from precaution, though we continued to see but a dwindling proportion of his rear guard. The pursuers discovered the defensive positions indicating a German intention to hold the immediate line south of the Vesle. The enemy continues bitter resistance between Fismes and Rheims, which is most difficult country in which to advance. We are nearing a decision of intense significance to the future and the next few days will be occupied in preparing therefor.

##### German Resistance.

London, August 5.  
A French communique says:—There is nothing special to report. Our light units which have crossed the Vesle have everywhere encountered resistance by the enemy.

##### Local Actions.

London, August 6.  
A French communique says:—The whole of the Vesle front situation is unchanged. There were local actions between our light elements and enemy posts on the northern bank. It is quiet elsewhere.

##### British Aviation.

London, August 6.  
Field Marshal Sir Douglas Haig reports on aviation:—The weather hampered operations on August 4. We dropped six and a half tons of bombs during the day and brought down six hostile machines. Night flying was impossible.

##### PEACE SUGGESTIONS.

##### No Proposals from Enemy Power.

London, August 5.  
In the House of Commons, replying to Mr. Lees Smith, Mr. Balfour stated that nobody authorized to act on behalf of any enemy Power had recently made peace proposals or suggestions to the Government. The Government had received no communication from the Allies that such proposals had been submitted to them.

## REUTER'S TELEGRAMS.

### BRITISH AMBULANCE TRANSPORT TORPEDOED.

#### Terrible Experience of Wounded Men.

London, August 5.  
An Admiralty announcement states that the homeward bound ambulance transport, Warilda, was torpedoed and sank on August 3. There are 123 missing, including seven of the crew. Two British destroyers were mined and sunk on August 2. Ninety-seven lives were lost.

#### Fearful Struggles of the Helpless.

Later.  
The torpedoing of the Warilda is one of the most harrowing disasters of submarineism. The ambulance boat carried 800 sick and wounded, and over 650 survivors were brought to a British port on the evening of August 4. The majority were clad in night clothes and had suffered severely from exposure. All accounts agree that a torpedo sank the ship. The escorting destroyers dropped depth bombs. The Warilda was returning from France and was a few miles from the English coast at about 1.30 a.m. when she was torpedoed. The night was dark, with a stiff breeze and a choppy sea. The torpedo struck the afterpart of the engine room, killing some of the engineers and plunging the ship in darkness. Immediately above was the wardroom, with over one hundred patients whom the explosion killed outright, the others being trapped and drowned, as this part of the ship quickly settled down in the water. The survivors relate the most fearful struggles in the darkness in the rescue of helpless casualties. The Warilda floated for over two hours and remained steaming, impeding the rescuing, as the engines could not be stopped. Three or four boats were smashed while being lowered, the occupants being flung into the sea. The soldiers and nurses testify to the heroic efforts of the ship's officers and crew in the most difficult rescue work of transferring the casualties to the escorting destroyers in the rough sea. The morale of the wounded men lying on the deck is described as "too fine for words". One boat containing six women folk and wounded men was upset, but subsequently three of the women and most of the wounded men were picked up. It is significant that this was the first occasion in two years that the Warilda was crossing from France without German wounded prisoners. The Warilda finally settled down with her stern end up. The sea reaching the boilers, they blew up in a terrific column of fire and water.

### GERMAN RAID ON ENGLAND.

London, August 5.  
The Press Bureau states:—Hostile airships approached the East Anglian coast at 9.30 on Monday night, but did not penetrate far inland.

### THE SIBERIAN SITUATION.

#### Serious Food Situation.

London, August 5.  
Reuter's correspondent at Vladivostok says the food situation in the eastern parts of West Siberia is a serious factor in the military position, the importation of large supplies being essential in order to relieve the famine stricken Irkutsk and Yenesei districts.

#### Allied Co-operation Likely.

London, August 5.  
Reuter's correspondent at Harbin says that 500 Bolsheviks are now at Manchuria Station. The Chinese are not resisting, but co-operation between the various pro-Ally forces is likely.

### RUSSIAN AFFAIRS.

#### Soviet Leaders' Precautions.

London, August 5.  
Reuter's correspondent at Amsterdam says it is reported from Moscow that owing to the discovery of a plot against them M. Lenin and M. Trotsky are strongly guarded whenever they appear in public.

### THE ENTENTE AND RUSSIA.

London, August 5.  
The French Press comments sympathetically on the Japanese declaration, which they state is full of dignity. The declaration sums up in most clear and precise terms the principles which prompt the Entente's policy regarding Russia.

### RUSSO-FINNISH PEACE.

London, August 5.  
It is reported from Amsterdam that Russo-Finnish peace negotiations have opened at Berlin.

### AMERICAN MAN-POWER.

#### The New Selective Draft Bill.

London, August 6.  
Reuter's correspondent at Washington says that Mr. Baker's Army Bill, extending the Selective Draft men to between 18 and 45 years, has been introduced to Congress and referred to Military Committee. It is hoped that the Bill will pass by September 1. The figures prepared by Mr. Baker show that 2,393,000 men will be affected in addition to the men between the ages of 21 and 31 in the drafts under the present law.

### U. S. AND CANADIAN SCHOONERS SUNK.

London, August 5.  
Reuter's correspondent at Halifax says that three American schooners have been torpedoed off Sea Island, Yarmouth. The crews were rescued. A Canadian schooner has been submerged in the Bay of Fundy and the crew saved. They report that the submarine commander claimed that he laid the mine which sank the cruiser San Diego.

## REUTER'S TELEGRAMS.

### OUR MYSTERY SHIPS.

#### How the U-Boats are Deceived.

London, August 6.  
The Times, supplementing the information of U-boats, given in the recent speech by Sir Eric Geddes, mentions, incidentally, that several officers, notably the holder of the Victoria Cross, Gordon Campbell, have been decorated for services on these mystery vessels. It says that probably the first mention of mystery ships was in connection with the Bialong, described at the time as an auxiliary cruiser, whose sinking of a U-boat on August 1, 1915, led to correspondence with the German Government and the German Press campaign about the "treachery" of British seamen, which campaign suddenly ceased at the beginning of 1917. It is now permissible to tell the public more of this subject, particularly as the Germans have yet to discover what has replaced this kind of warfare.

Much ingenuity has been displayed by Commanders of mystery ships and others in devising plans for the destruction of submarines. For instance, a retired Admiral commanding one of a Naval Reserve Captain, placed a haystack aboard the vessel—an ancient looking craft—and, when duly summoned to surrender, complied and slung out the boats. Then the submarine received a broadside from the haystack. Again a battered tramp was limping in the North Sea when a submarine ordered the crew to abandon the ship. The submarine was so sure of its prey that the bombs with which it intended to sink the tramp were brought up and placed around the base of the conning tower. It only required a shell or two to touch off the bombs and blow the submarine out of the water.

Still more ingenious was the baby ruse. On this occasion when a ship was ordered to surrender, to the accompaniment of a few shells, boats were lowered and pulled off, leaving aboard only a woman, who, with a baby in arms, ran shrieking up and down the deck. To the enquiries of the Germans, the answer was given that the Captain had been killed and that his wife had gone mad and refused to leave the ship. Whereupon the submarine drew alongside. The woman rushed up to the side and hurled the baby into the open hatch of the conning-tower, throwing herself overboard on the opposite side. The "baby" blew the bottom out of the submarine, and the "woman" in due course appeared at Buckingham Palace and received the Victoria Cross.

## EARLIER TELEGRAMS.

### THE STRUGGLE IN FRANCE.

#### On the British Front.

London, Aug. 5.  
Field Marshal Sir Douglas Haig reports: We took prisoner a few in the neighbourhood of Neuville Vitasse. Hostile artillery was most active during the night opposite La Bassée and also active northward of Bethune and at points between Hazebrouck and Ypres.

#### "A Tactical Success."

Amsterdam, Aug. 5.  
General Ludendorff, interviewed as regards the Marne retreat, says: "This time our strategic offensive plan has not succeeded and was limited to a tactical success." He alleged that the Germans on the evening of 16th July broke off operations because it was not worth the cost, "one of my principal duties, he said, being to spare the blood and strength of my soldiers. General Foch's counter-blow was intended to cut off the Germans south of the Aisne by a flank break through which was frustrated by the Seventh and Ninth Armies. By the 18th July we were fully masters of the situation and shall remain so. The gain of ground and the Marne are only catchwords."

#### Germans Conserving Man-Power.

Paris, Aug. 5.  
The "Matin" publishes a secret order by General Ludendorff referring to certain new tactics, ancient which he says: "Our situation as regards reserves compels us to perfect them. It is absolutely indispensable to avoid the old fault of attacking in mass formations and that by all means we reduce our losses."

#### German Line Cracked.

Paris, Aug. 5.  
A Havas message says: Hurdled back by General Foch's counter-blow, the Germans continued their retreat yesterday, still making great sacrifices in rearward resistance. Fismes was stormed by Americans and the line of the Vesle was reached and crossed at some points. The new Marne pocket has been wiped out and our front forms almost a straight line from Soissons to Rheims. This new advance to the Vesle will force the Germans to put on even more speed in their move to escape disaster and it is probable that they will be unable to make any serious stand until the Aisne is reached. At present they are fighting desperately with the Aisne behind them and if they cannot gain time the vast accumulation of stores and ammunition which they collected south of it for the great offensive against Paris will be lost. Already the Allies have made an immense capture of munitions, light railway material and other supplies.

A local but very important success was gained north-west of Rheims, greatly relieving the pressure on the Champagne city.

While the German line north of the Marne has been broken up completely, the Allied pressure has become so severe that General Ludendorff has been compelled to withdraw troops at two other points and the line has cracked in the Avre region between Montdidier and Amiens, where the enemy abandoned positions of importance. Perhaps this retirement is preliminary to a further move. The total number of prisoners since July 18 is 40,000.

#### Other Reports.

London, Aug. 5.  
Field Marshal Sir Douglas Haig reports: We advanced our posts slightly at Pecaut wood, eastward of Robecq. There is hostile artillery firing southward of Ypres.

A wireless German official states: Northward of Montdidier we withdrew from the west bank of the Avre and Dombrook. We also withdrew to the north bank of the Vesle before a strong attack on Fismes.

(Continued on Page 8.)

## ENEMY AIR HERO.

### Gave Praise to his Foes.

The claim may fairly be made on behalf of the late Baron von Richthofen that he achieved the very considerable feat of rendering himself popular with his enemies, or, at any rate, with such of them as had occasion to come most into professional contact with him. Mr. O. G. Gray, editor of the Aeroplane, in one of his notes to Richthofen's book, "The Red Air Fighter," tells how a young British pilot, being called upon for a speech when entertained by his squadron after winning the DSO, proposed the German champion's health, a toast which the squadron duly honoured.

There is much in the book that is in harmony with this very pleasant and very British incident. Richthofen is revealed as a frankly egotistic young man, surprisingly free from "Runnishness," and bearing a marked resemblance to the average English public school boy of good family. He is very pleased with himself, but at times almost equally pleased with his opponents, to whose skill and daring he is always ready to pay tribute.

Richthofen, it is interesting to note, made his first appearance as an active service pilot at the end of April, 1918, so that his surprising career, in the course of which he was officially stated to have brought down 80 of his adversaries, lasted only two years.

Richthofen, like other aviators the world over, was thrown into a blue funk by his first solo flight, but he soon got over it, and after trying "infantry" flying, artillery observation work, and reconnaissance flights, found his true metier in fighting. He preferred "only the smallest aeroplanes," and some of his remarks on "big aerial barges," as he called the German giant machines, make interesting reading to-day, in view of the published details concerning the latest Gotha monsters. "I find them horrible, unportsmanlike, boring, and clumsy," he writes, and he proceeds to predict that aerial development will be along the lines of a diminution in size.

There is one anecdote which throws a singular light on the man's mentality. Once, before he became a pilot, he set out as observer in a machine which was "to delight the English with our bombs." While gestulating to the pilot he damaged his little finger. Just previously he had been annoyed that he could not judge as to the accuracy of his bombing, but "having been hit on the hand, I did not care for throwing further bombs. I quickly got rid of the lot, and we hurried home." He does not say, and apparently did not care, where the bombs fell which he "got rid of."

Richthofen mentions that his brother Lother, whom he describes as "a butcher, not a sportsman," escaped from superior opponents by a trick fall which conveyed the impression that his machine was out of control. Wilkes as this constitutes one reason why the British High Command refuses to count any victims claimed as "driven down out of control" without the evidence of independent witnesses on the ground or aloft.

### The Tribunal.

The General Military Service Tribunal is to sit again on Monday next at 3.30 p.m.

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GENERAL NEWS.

**Presentation at Shanghai.**  
An interesting function in connection with the Shanghai Scottish S.V.C. took place a few nights ago when Captain Rutherford, on the occasion of his recent marriage, was presented with an English silver salver, and a rose bowl subscribed for by the members of the Company. The company paraded outside St. George's Farm at 9 p.m. and under the command of Lieut. G. L. Campbell, marched to Capt. Rutherford's residence in Rue Duplex, headed by the pipers. On arrival the company was inspected by Capt. Rutherford, after which Lieut. Campbell made the presentation.

**Wireless in Japan.**  
Japan is to have the largest wireless station in the world. It will be built in Fukushima prefecture, says the Department of Communications, and will cost ¥860,000. The dispatch station will be at Hibiya, near Harajima, and the receiving station will be at Hosoya. Survey work has been started by engineers of the department. The direct distance between the new office and San Francisco is 4,600 miles while that between the Honolulu office and Honolulu is 3,250 miles. Service will not be opened for two years. The new office will communicate direct with San Francisco without relay in Hawaii.

**Killed by Tiger.**  
A sad story of death by being mauled by a tiger comes from Balaghat district, Central Provinces, India, of Miss Saeyde, sister of the Irrigation officer bearing the name. The beast had been twice shot by the lady's brothers who followed it. Miss Saeyde, thinking the tiger had received its quietus, descended from a mahalan and went in the direction the tiger had been shot. The tiger was fired from, only to meet an enraged and mortally wounded animal. Not a sound was heard in the terrible tragedy to warn the brothers, who, following up the blood trail, discovered the body of their sister and, a few paces beyond, that of the tiger.

**Attacks on "C.O.s."**  
Attacks on conscientious objectors who are employed at the Home Office Work Centre in Wakefield have developed so seriously that the authorities of the centre have decided for the safety of the men to forbid them to go out into the streets of the city. During the disturbances recently men from the centre have been knocked down and cut with sticks and stones. Two men have had their bicycles taken; another has had a gold watch stolen. One man was thrown into the canal. The house of a sympathizer was visited, the windows were broken, furniture was smashed, and articles were stolen. The children were pulled out of bed "to see if they were conscientious objectors taking refuge." Up to midnight a crowd waited, holding up all streets leading to the centre, and not until the small hours of the morning was it safe for the men to return.

**America's War-Time Notes.**  
The United States Government has adopted still another method of keeping the war ever before the public, that of issuing a special war-time paper currency so one may carry in his pocket pictorial reminders that America is at war. The new issue was approved by the Treasury Department on May 7 and was to be put in circulation early in July. This new currency takes the form of Federal Reserve Bank notes of \$1 and \$2. The war period is reflected on the reverse of the \$2 note on which is depicted one of the newest American battleships, while its face bears a portrait of Thomas J. Jefferson. The face of the \$1 note carries a portrait of George Washington, and the reverse side a design of the spread-eagle clubbing, in war-like attitude, the American flag. These notes replace the silver certificates, which are being rapidly withdrawn as the silver which secured them is melted into bullion under the recent silver act which facilitated the release to the Allies, chiefly England for India, of some 350,000,000 silver dollars.



## GENERAL NEWS.

**"Manufacturing" Eggs.**  
Japanese inventors have, says the *Japan Chronicle*, dangerous rivals in China, where an ingenious gentleman has applied for a patent on "a new machine for the manufacture of eggs." At the Chinese Ministry of Agriculture and Commerce has granted the patent it is to be presumed that the inventor does not claim quite so much as the description implies.

**Daring Chinese Bandits.**  
Peking, 29th July.—A report from Lichangchen, a village 40 miles east of Peking, states that while a fair was in full swing a large band of armed mounted bandits surrounded the village, occupied the police station, disarmed the police and then proceeded to loot the village. It is estimated that \$20,000 and many ponies, mules and cart loads of goods were taken away, many of the villagers being compelled to drive the carts which carried away the loot.

**War Orphans.**  
The urgent need of saving child life has led Lady Arthur Paget to take up an extensive scheme for the care and education of the babies of soldiers who have lost their lives in the war. By means of a tombola and a bazaar, she hopes this summer to raise \$50,000 to put the scheme on a firm basis. The care of the orphans of soldiers and soldiers' babies whose mothers could not look after them would be, said Lady Paget, the object of the scheme. The babies would be taken when two or three days old, and kept and educated until the age of 17, when they would be found a trade.

**A Kitchener Story.**  
Sir Laurence Gubbins, late Director-General of Army Medical Service, speaking at the College of Ambulance recently, said when Kitchener was in India he wanted absolute proof that a thing was necessary before sanctioning it. Some scientific laboratories were required for measures to prevent enteric among the soldiers. Sir Laurence went to Kitchener, who said, "Let me have your scheme, and come back in about a week." When he returned at the end of that time Kitchener said, "You are to have those laboratories. It is economy in the long run to provide them instead of losing 500 men a year from enteric."

**The Dolls of Paris.**  
During the recent bombing of Paris little dolls of green and yellow wool have appeared in men's button-holes and ladies' corsages. They bear names, for they are the new "protectors" of Paris. One is "Ninette," the other is "Bintin." The first is a Gotha mascot, the second preserves the wearer from Berlin's shell. Paris, light-hearted as usual, even in the face of imminent danger, is delighted with its new toy. The little midwives and other workers, old and young, vie with faultlessly dressed ladies and their efforts to secure these mascots, much to the satisfaction of the pavement traders, who are driving a roaring business, and who, with the volubility of their kind, are never at a loss in describing in the most convincing terms the virtues of their wares.

**How Kerensky Escaped.**  
The following story is told of how M. Kerensky escaped from Russia. Kerensky left Russia early in June by way of Marmansk. Between the days of his disappearance from public affairs he spent the time in Novgorod, and Moscow. His wife remained in Russia, in hiding with their children. Although Kerensky's evasion of the police agents of his own country was facilitated by a monastic robe and long beard, which he grew in his long months of hiding, he did not think this sufficient to disguise himself, and added the dress of a soldier servant. A friend procured for him the pass and other papers of an orderly, and finally he began to move more publicly about the streets of Moscow. Finally he risked passage on the railway, and got out of the country. One man with whom he has conferred much since his arrival in London is M. Stachovitch, his own appointee as Ambassador to Spain, who was summoned to London a few days before Kerensky's arrival.

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## GENERAL NEWS.

"Q." And The Censorship.

Professor Sir A. T. Quiller-Couch, speaking at Cambridge, claimed the right of the British nation to know the truth, and nothing but the truth about the war. He declared that the Press censorship had been wrong in principle and disastrous in practice. It was the whole people of Great Britain who accepted this war, who are waging it, and who pay the price—the nation, and not a few thousand Ministers, Ministers' secretaries, and secretaries' clerks.

Japanese Aviators for Europe.

As recently reported, Colonel Arikawa, Captain Takiyama and Lieut. Iba and Abe, of the Military Air Corps, will leave Yokohama during August for Europe via America, and will stay in England and France for about a year. Captain Takiyama will visit aeroplane factories to make a study of motors, while Lieut. Iba and Abe will make a study of high-altitude flying and air-fighting and may proceed to the front. Colonel Arikawa will make investigations in regard to the formation of air corps and will make arrangements with the British authorities to buy aeroplanes of a type similar to those now used on the Western front for bombing purposes.

Suspected Arson at Dairen.

Since March last there have been eight outbreaks of fire on the wharf at Dairen, large consignments of beans being destroyed. As already noted, incendiaries were suspected in each case, and the police have been assiduously trying to trace the incendiaries but without success. On July 15 at 2.30 a.m. another fire broke out on the wharf, but was quickly subdued by firemen who had been specially detailed to the place in view of the recent frequent outbreaks. This outbreak occurred not in a consignment of beans but among some tins of petroleum.

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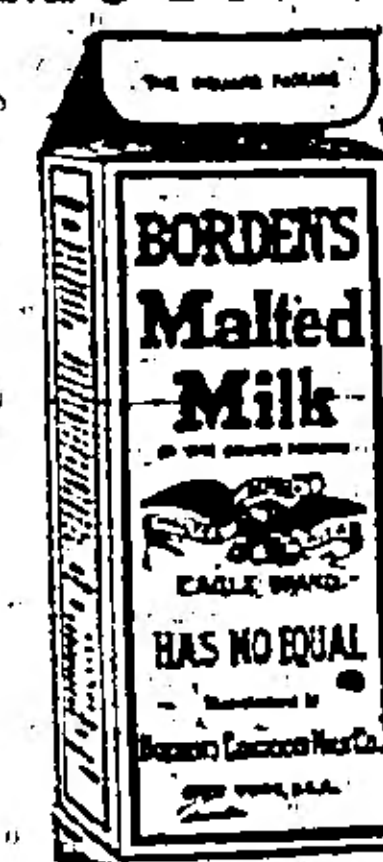
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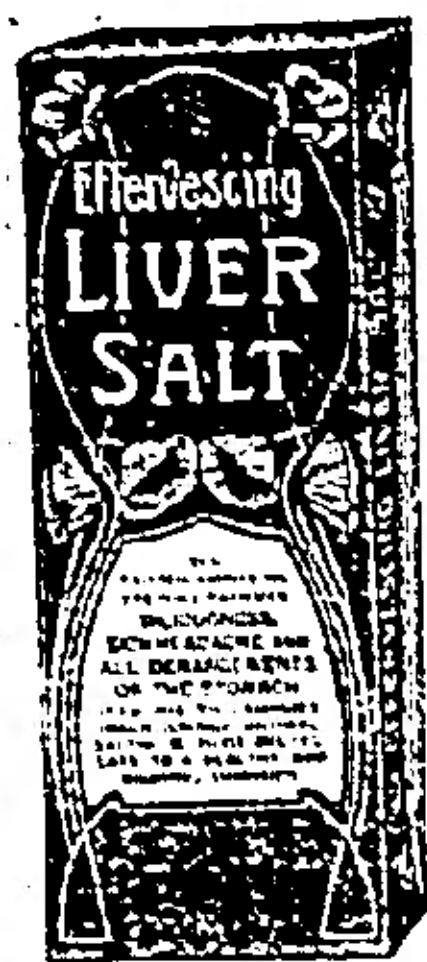
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## The Hongkong Telegraph.

HONGKONG, WEDNESDAY, AUGUST 7, 1918.

## VICTORY FIRST.

What good purpose Lord Lansdowne imagines he is serving by his reiterated letters to the Press urging the desirability of seeking to commence negotiations with the enemy, we have not the faintest idea. His motives are of the purest, we have no doubt. Indeed, his past record is one beyond reproach, for his political career has been a series of valued services rendered to the State. But on this matter of peace or war, he appears to take a distorted view and to be consumed with the idea that a satisfactory solution of the issues can be attained without need for further bloodshed. To-day, the people of all the nations engaged in this grim struggle would joyously welcome peace; the world is sick of the terrible slaughter and the inhumanities of modern warfare—just as sick of these things as Lord Lansdowne is. But this is a case in which it would be the height of folly to stop halfway. There are unpleasant jobs which cannot be left unfinished. This war is one of them. And no halt can rightly be called until there are assurances, definite and unambiguous, against a recurrence of this awful thing which has come to pass. That is a point which Lord Lansdowne and those who think with him appear never to realise.

The principal point in Lord Lansdowne's latest epistle is that the war will not be ended by a knock-out blow, and, that being the case, the sooner peace negotiations are begun, the better for all nations concerned. But does that submission correctly reflect the situation? We think not. The latest turn of events in the main theatre of the war shows this if it shows anything; that gradually, but none the less surely, the Allies are getting the upper hand of the Huns. And it surely will not require so very much in the way of a superhuman effort to convert our present ascendancy into a series of acts amounting to a blow from which the enemy will never recover. No more ill-chosen time could possibly have been selected by Lord Lansdowne in which to launch his latest plea, for with every day that passes come fresh indications that the Germans are being beaten at their own game. As Mr. Churchill so well puts it in his clearly-reasoned letter, we have only to stand fast and the Germans must break. Now, more than at any other time during the war, the portents are in our favour, and to think of parleying with a foe who is reduced to condition when he knows that all that is left for him is to make the best of a bad bargain, would be to cover the Allies with dishonour and to brush aside the noble sacrifices of the gallant dead. This is no moment in which to talk of meeting the Huns "in a reasonable spirit," as Lord Lansdowne puts it. The Hun has not been a shining example of sweet reasonableness in his dealings with those who have come under his power, and we know that if he ever comes out of this war with his military strength relatively unimpaired he will pursue the same monstrous policy which has animated him in the past.

Lord Lansdowne's process of reasoning is rather beyond our comprehension, as we imagine it is beyond that of most Britishers. He says the present time is opportune for the consideration of "reasonable proposals" because at present we are more confident than ever regarding our ability to hold our own in the deadly struggle. Then why talk of stopping the conflict? A man who catches a burly burglar and, after a terrific tussle, is just conscious that he is getting the upper hand of him, does not usually politely invite him to talk the matter over; if he is wise, he generally first makes sure that the law-breaker is rendered incapable of doing further mischief and then sets about fitting the punishment to suit the crime. So must it be in our attitude to Germany. She has wantonly broken all the laws of civilisation and still has the power and the will to continue on the same path. It is the Allies' business to render her impotent. That much accomplished, we can very well agree to hold a little discussion on the subject of what shall be done to her. But until that moment has arrived, it is futile to talk of negotiating with the arch-criminals of the world. Peace through victory is the only way.

## The Ice-Cream Question.

At yesterday's meeting of the Sanitary Board not the least important question raised was that of licensing ice-cream vendors, though we regret to see the shelving manner in which the matter was disposed of. There can be no two opinions about the desirability of supervising the makers of the various concoctions that are hawked, but it is the question of providing that supervision which seems to be the stumbling block. The official members of the Board seem to think that it would be an impossibility at present to carry out the extra work that would be entailed, but it is surely the function of a health department to make such provision rather than to allow the matter to pass by in seeming despair. That street-hawked ice cream is not wholesome was admitted when the Board decided to circulate the teachers of the various schools asking them to warn the pupils against eating the stuff, and the department's inability to do its own proper work was also admitted when it was suggested that the teachers might be asked to report whenever they thought an ice-cream vendor was selling unwholesome cream. There is sufficient proof of the wholly unsanitary conditions under which most of the ice-cream is made to warrant a special effort towards complete supervision, but the manner in which the question has now been dealt with is one that will make most people long all the more for a live and energetic municipal control of such matters.

## A Serious Problem.

A point of the utmost importance was also touched upon when Mr. Bowley referred to the want of proper housing accommodation for Europeans. This is a matter upon which we have dilated in season and out of season, and, though the problem is one of increasing gravity, no effort appears to be made by the authorities to deal with it. There was a time in the history of the Colony—a time well within the memory of many present-day residents—when no difficulty was experienced by Europeans in the matter of securing housing accommodation in decent, peaceful localities. That time has, unhappily, passed, until for most people the only alternatives are residences on the Peak, in hotels or over at Kowloon. Even in the last-named place, however, the situation is rapidly becoming worse, so that, thrown back on the other two alternatives, the European of average means finds it increasingly difficult to meet the cost of living. It has been bad enough for most people to face the steady rise in rentals during recent years; the situation has become aggravated by the consistent manner in which Europeans are being ousted out of localities where they had hoped they would be free from Oriental encroachment.

## A Matter of Plain Justice.

Kennedy Road, Bowen Road, Robinson Road and Conduit Road—these are all localities in which this process of edging out Europeans is all too apparent. Indeed, the middle levels as a whole, which, from a standpoint of healthiness and accessibility, are most desirable residential districts, are being absorbed in this way, until it has become quite a common experience for Europeans to have to vacate their residences in favour of Chinese and Japanese. This ought not to be. In name, there is a "European reservation" in existence—but in name only. This is no question of racial distinction—we should be the last to raise issues of that kind—but it is a matter of ordinary justice to those who come East from home and who rightly expect to be able to live in comfortable surroundings. The problem will have to be faced sooner or later, and if the Government were to appoint a Commission to enquire into the whole subject we have no doubt that it would be astonished at the evidence which could be brought forward. If our Unofficial members of Council wish to do a real service to the European community they will bring the whole question up when the Budget debate takes place.

## DAY BY DAY.

FOUNDERS OF RELIGION ARE  
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## To-morrow's Anniversary.

To-morrow is the second anniversary of Portugal's participation in the war on the Western Front.

## The Dollar.

The opening rate of the dollar on demand to-day was \$3.44d.

## The Colony's Health.

During yesterday there were notified two fatal cases of plague (Chinese) and one fatal case of enteric (Japanese).

## A Young Unlicensed Hawker.

A small boy was charged before Mr. Wood at the Police Court this morning with hawking without a licence. Defendant pleaded guilty, and stated that he had to hawk in order to get a living. Mr. Wood took a lenient view of the case and discharged the defendant.

## Crown Land.

At the P. W. D. offices yesterday, a lot of Crown land situated at Battery Street, Kowloon, containing 2,800 square feet, was let by public auction for a term of 75 years. The upset premium was \$11,280 and the lot was secured by Mr. Lo Chap-sam for \$1,359. There was also let Island Lot 2281, containing 7,578 square feet. The upset premium was \$3,786 and Mr. Ng Sam-sang was the highest bidder at \$4,580.

## A Fine Reduced.

The case in which a Chinese contractor was fined \$200 by Mr. J. R. Wood for building the pillars of a godown in Belcher Street with materials other than those approved by the P. W. D. was again brought before Mr. Wood this morning. Mr. W. B. Hind appeared for the defence, and stated that although the contractor was guilty of violating the law, he asked his Worship to reduce the fine. His Worship accordingly granted this request and reduced the fine to \$150.

## Victoria Theatre.

The new programme which the Victoria Theatre management put on last night, and which will be continued for two nights longer, was of a most varied and attractive character. Its main feature was the four-part film, "The Song of Fire," which is splendidly acted and most elaborately set. The story, too, is intensely gripping. Special mention should be made of the beautiful film showing the impressive mountain scenery in the locality of Lake Louise in British Columbia, while further items were a new American Gazette and a very funny picture entitled "A Bag of Trouble." The whole programme is well worth seeing.

## HONGKONG ST. GEORGE'S SOCIETY.

## Result of Celebrations and War Bond Drawing.

The following remittances have been made to London, through the local War Charities Committee on account of the funds raised as a result of last St. George's Day celebrations and War Bond Drawing:

Prisoners of War Fund	26,090
King George's Fund for Sailors	5,000
British Red Cross Fund	5,000
British Red Cross (For Two Ambulances)	1,300
Drivers of the Dover Patrol	2,000
Montenegrin Red Cross	1,500
St. Dunstan's Hostel for Blind Soldiers and Sailors	1,500
French Red Cross Fund	1,500
Y.M.C.A. Huts	1,200
Officers Families Fund	1,000
R. F. O. Hospital	1,000
Dr. Barnardo's Homes	1,000
Lord Roberts Memorial Workshop	1,000
Blind Fund	1,000
<b>Total</b>	<b>231,300</b>

The final accounts cannot be made yet, but it is hoped that the further \$500 will be available for distribution in due course.

## SANITARY BOARD.

Mr. Bowley Raises Important Questions:

The principal business at yesterday's meeting of the Sanitary Board was the consideration of the draft estimates for 1919. Mr. A. Gibson presided, and there were also present:—Mr. F. B. L. Bowley, Hon. Mr. E. R. Hallifax, Dr. Ozorio, Mr. Ng Hon Tse, Col. Crisp, Mrs. A. D. Hickling (Medical Officer of Health) and Mr. J. L. McPherson (Secretary).

## The Estimates.

In regard to the draft estimates, Mr. A. Gibson had minutes that, instead of item 4a, the sum of \$100 should be voted to be spent on the employment of local labour whenever the Inspector in charge at Repulse and Deep Water Bays saw that the beaches in those places required cleaning. The condition of the beaches depended on the state of the tide in relation to the dumping spots of the Colony's refuse. At times the beaches were clean for weeks together. At other times a single coolie could not possibly deal with them.

The Chairman said there was no intention to employ a coolie permanently, but only for a month or two when conditions required.

Mr. Bowley, speaking on the estimates, said:—I have no doubt the Board will approve the very modest recommendations of the Sanitary Department with regard to changes in the Draft Estimates for 1919. Most of these recommendations deal with increases in the scavenging staff and plant and street watering appliances necessitated by the increase in the population, and in dealing with the public health of a congested population in a tropical climate hardly anything can be more important than the speedy removal of all rubbish and objectionable matter which might, if left exposed, spread infection either directly or through the medium of insects or other vermin. Street watering in the dry season is almost as important as scavenging in order to prevent the air from becoming impregnated with germ-laden dust.

## Public Works Extraordinary.

—The President has, in accordance with the custom of previous years, put down a small number of recommendations under this heading, and although, as the Board was reminded by the Vice-President at the last meeting, we have no control over such expenditure, there can be no harm in putting forward such recommendations as we deem to be in the interests of the public health for the consideration of the Government. I will run through the items suggested by the President, and then submit some further recommendations for your approval.

Paragraph 15.—Inspectors' Quarters in Kennedy Town.—The Board recommended a second storey to these quarters last year. As the Sanitary Staff has been again reduced the work of each officer must become more arduous, and it is more important therefore that the quarters provided should be adequate.

Paragraph 16.—Quarters for Scavenging Coolies.—This is also a carry over from last year and is a most desirable improvement. I understood in April last that the matter was being jointly considered by the Sanitary and Public Works Departments in connection with the proposed wholesale poultry market near the Sailors' Home; the coolies to be housed over the market, I presume, however, that the latter coolies would be employed in the Western District, whilst the President's recommendations deal with the Eastern and Peak Districts. Both sets of quarters should, I think, be provided as soon as possible.

Paragraphs 17 and 18.—The recommendation of the Assistant Medical Officer of Health for additional Ricksha stands at Kowloon will, no doubt, be approved by the Board; as well as the small matter of additional filling stations for water carts.

I presume, sir, that in framing these recommendations your mind was filled with the idea that the strictest economy must be observed in regard of the war, and

therefore you refrained from referring to many much-needed improvements. We all hope, however, that the war will come to an end sooner or later, and, lest it should be considered firm on evidence that this Board is entirely satisfied with the sanitary conditions of the Colony, I venture to place on record my view that such conditions are far from being satisfactory.

The death-rate of the Colony is unduly high; the over-crowded condition of the Chinese and the want of proper housing accommodation for the Europeans are most detrimental to the public health. Our conservancy and scavenging systems are antiquated in the extreme.

Whenever the question of over-crowding is mooted, it is met from certain quarters by two stereotyped objections—one, "Oh, you must not do anything or you will drive away the Chinese;" the other, "during the present state of unrest in South China we must expect an influx of refugees." Consequently, all discussion on the subject is harked. Now there are no signs in the Colony that the Chinese are easily driven away; they seem to like us; when they come to visit the Colony, many of them stay. And as to the unrest in South China, there seems to be about as much probability of the early settlement of the North and South question in China as there is in Ireland.

It must be admitted that over-crowding exists; in fact, the Medical Officer of Health (Mr. Gale) informed me that in his opinion the population—estimated at some 500,000—is more likely to be actually about one million. A table in the joint annual report of the P.O.M.O. and the M.O.H., based on the census of 1911, gives the estimated average number of inmates per floor at a fraction over 3, but anyone who is familiar with the interior of the houses in the Colony must see that this figure is ridiculously small. Every floor of a Chinese house nowadays swarms with women and children, and I think Dr. Gale's estimate of a million, which I have mentioned, is more likely to be below than above the truth.

The Board may ask, however, what has this to do with the Public Works Extraordinary? Well, sir, in this Colony we can do nothing without the assistance of the omnipresent Public Work Department. It provides our roads and sewers and our water supply, and controls Crown land and buildings. Now I submit that the way to reduce over-crowding is not to drive people out of the houses into the streets, but to provide them with other houses to live in. I do not suggest that the Public Works Department should undertake building schemes for the general population, but I do suggest that it should, as speedily as possible, provide accommodation for all Government employees, including sanitary coolies, in order to relieve the congestion of the tenement houses. I also suggest that vacant Crown land should be made more accessible in every way to those who wish to build houses—that Wanhsai and Shaukiwan Bays should be speedily reclaimed and laid out for building. In Kowloon there are extensive areas unbuilt upon which would, no doubt, be taken up if rendered easy of access and reasonably safe from robbery and fire.

The filling of the swamps which extend from Tai Kok Tsui to Kowloon Tong, and from Matsauk to Kowloon City, the construction of the many magnificent roads which have been laid out on paper for Kowloon Peninsula, the extension of the railway to Hangchow and Kowloon City, the provision of tram lines, or electric or motor buses from Kowloon Point to Samsui and beyond on the west, and to Kowloon City and beyond on the east, and also across the Peninsula, the increase of the Police Force and the provision of motor-fire engines at Kowloon—all these would tend to encourage the spread of the population and relieve the congestion of this over-crowded city and thereby benefit the public health.

New motor roads to the higher levels as well as round the Island, regular ferry services to Cheung Chan, an improved train service to Tai Po and Fanling—these

## SOUTH CHINA AFFAIRS.

## A Parliamentary Quorum.

The Canton Intelligence Bureau issues the following:—

The National Assembly reports that both Houses have now obtained a legal quorum. The Senate which requires 138 members to constitute a quorum has now registered and in attendance, 143. The House requires 299 members and now has 330. Twenty more M.P.'s have telegraphed from Shanghai that they have booked passage on the Kora Maru and are due to arrive in Canton within a few days. The members of the National Assembly aim to obtain two-thirds of the total membership for both Houses.

The main objects of the present session of the National Assembly are to pass the permanent Constitution and revise the laws governing the election of the members for both Houses.

would enable the European population to find build sites in healthy localities with fresh air and peaceful nights.

Then the Colony wants intercepting sewers with out-falls outside the harbour limit, a general spread of the water-carriage system with water-flashed through closets for the working classes, and refuse destructor at the east and west end in Kowloon, instead of spreading the city filth on the face of the water.

Last, but not least, a hospital for Europeans which is not in the centre of the Chinese town, and a hospital for consumptives on the Kowloon Hills far away from the foetid air of the city. When all these improvements have been made we may, perhaps, be able to express a little more satisfaction than we feel at present with regard to the sanitary condition of the Colony.

The President, in reply, said he thought all things mentioned were extremely desirable. There was, of course, the question of money to be considered. The present subject before the Board, however, was the estimates for 1919. He proposed that those should be passed.

Mr. Hallifax seconded. Mr. Bowley said he wished to suggest an amendment in regard to paragraph 16. He recommended that accommodation be provided for 160 scavenging coolies who were doing work on the Peak and also accommodation for coolies working in the Western District, provided that the quarters were above the wholesale poultry market which the Government had promised to erect.

The Chairman said accommodation was being provided in Ratter Street. Plans had been submitted for the buildings.

The draft estimates were then approved.

## The Ice-Cream Question.

On the question of the licensing of ice-cream vendors, Dr. Ozorio mentioned that samples of ice-cream should be sent to the bacteriologist.

The Chairman replied that that was impossible. The Government bacteriologist was busy with the preparation of serum, and if he were given this additional work it would take months before any analysis could be made. Besides, there were several sorts of ice-cream which would have to be analysed. It would take up months of the analyst's time.

Mr. Bowley mentioned that recommendations were made to the Government for adding conditions to the ice-cream hawkers' license.

Mr. Hallifax said it would be impossible to carry them out. During subsequent discussion, the Chairman suggested that the best course to adopt was to send a circular to the teachers of the various schools in the Colony, warning them against the consumption of ice-cream by their pupils.

Mr. Bowley suggested that the teachers be asked to report to the Sanitary Board whenever they thought any ice-cream vendor was selling "unwholesome" ice-cream. This suggestion was approved.



## SEQUEL TO A COLLISION.

An Interesting Shipping Case.

In the Supreme Court this morning, before the Chief Justice, (Sir William Rees Davies), an extremely interesting case was heard, this being a motion to set aside a writ of summons in a case in which the Eekside Steam Shipping Co., owners of the s.s. Competitor, sued the Mexico Steamship Co., Ltd., owners of the s.s. Mexico City, for \$7,201.00, 90, for damages which occurred as the result of a collision which took place between the two vessels while the s.s. Competitor was moored alongside the quay at Havre, France, on February 13, 1916.

Defendants held that by virtue of the provisions of Section 8 of the Maritime Conventions Act, 1911, this action is not maintainable, and they therefore ask that it shall be set aside.

The Hon. Mr. H. E. Pollock K.C., (instructed by Mr. H. J. Gedge, of Messrs. Johnstone, Stokes and Master) appeared for the plaintiff and Mr. Eldon Potter, (instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist), appeared for defendant.

Mr. Potter, in opening the case and referring to the Maritime Conventions Act, said that this Act extended to this Colony and all British Dominions, and it clearly showed that the action was not maintainable in this claim because it was set out that no claim was maintainable against any vessel or owners in respect to any damage unless proceedings were instituted within two years from the date in which the damage was sustained. No application had been made on the other side for the time to be extended, an application which they were entitled to make, but which they had not made. The only course left open to them (the defendants) was to ask His Lordship to strike out this action.

This was the first point, and a technical one which he wished to raise. Plaintiff had no *locus standi* at all in this Court. He felt bound to take this point, because he thought it was not devoid of merits. The point was that the application for an extension of time should have been made before the expiration of two years, as provided by the Act. He felt they must make this point although they would rather fight this case on its merits, because they thought they had the merits. At all events, he would not press it if His Lordship did not desire that he should.

The Chief Justice:—I see your point, Mr. Potter.

Mr. Potter went on to say that it was a highly technical point, but highly technical points were sometimes successful and they had to be taken. He would be sorry if the point was good because they would have preferred to fight their friends on the merits of the case. However, the point was there and he was not going to say another word about it.

Mr. Potter, continuing on another point, stated that plaintiffs had put them in such a position that it was practically impossible for them to get any evidence in Hongkong. The defendant Company is resident in Hongkong, and the collision took place in Havre harbour. The defendants' vessel was a requisitioned ship and had been taken out of defendants' hands. Defendants were out of touch with the witnesses. On plaintiff's own case a requisitioned ship has to be treated as a King's ship and the persons running that ship are not defendants' servants, or under their control, but are servants of the Admiralty. The defendants were a Chinese firm resident in Hongkong. As a matter of fact he did not think that plaintiffs could have brought the action in England successfully against their ship, and he did not think that they could bring their action in Hongkong either, but if they could have brought their action in England, they ought to have done so. His (Mr. Potter's) second point was that His Lordship was not going to exercise discretion to extend the time if it was obvious that plaintiffs were not liable. He

## AMERICAN RAILWAYS IN FRANCE.

A Big Undertaking.

American soldiers for the front in France travel over American roadbeds, in American cars, drawn for the most part by American locomotives. Before the end of 1918 the enlisted builders now at work expect to complete 800 miles of railway.

"We are building over here to fight a thirty-year war if necessary. . . . We will use about 1,500 locomotives and of these 200 have arrived and have been assembled, and 400 more have been generously contributed by the Belgian Government. We will use about 20,000 American boxcars, now under orders and being constructed. These will be shipped to France and rebuilt. Several of our great transportation yards cover miles, and thousands of acres of storage space are being rapidly provided in order to act as a reserve for the enormous army we will have at the front."

"It is not surprising under the circumstances," says the *Indianapolis News*, "that Germany should point out to France that the Americans seem to be coming in to starve. No harm will be done by such propaganda. France understands that America has come to stay until the fight is over, and that when that time comes American soldiers will be glad to go home, and their Government and fellow-citizens will be glad to have them back."

would also like to point out that it was plaintiff's own case that at the time of the collision the ship was in the position of a King's ship, so much so that it could not even be arrested in the English Courts. Both ships, he might emphasize, were requisitioned ships and under the control of the Admiralty. He did not care if the persons that left Hongkong harbour were on the ship when she was in the collision; she was still a King's ship and they were in the service of the Admiralty. If they were going to show His Lordship that they were not liable, it did not seem any use for His Lordship to exercise his discretion as to the extension of time. He might mention that the unfortunate vessel had now been sunk by a torpedo, but all the same, the defendant firm were held liable. She had been submerged, but the plaintiff had come out here to bring their action against the owner. If the vessel at the time of the collision was a King's ship, he was going to show His Lordship that they were saved from liabilities. A controlled ship was treated in all respects as a King's ship. The ship was taken by the Admiralty to be used for the purposes of the Government, and all the owners did was to take the monthly payments from the Admiralty. While that vessel was under Government control, she collided with another vessel under similar control, yet His Lordship was asked to state that the owner in Hongkong, who had nothing whatever to do with the vessel then, and whose ship was taken from him by the Government, was civilly liable for the damage. He (Mr. Potter) hardly thought that the Admiralty would stand for such a proposition. It was a year after the vessel had been requisitioned that it was in collision. The position was hopelessly impossible.

Opposing the motion that the case be set aside, Mr. Pollock said he would show His Lordship the clearest admission on the part of the defendants—acting not merely on their own account, but also with the consent of the insurance companies—was liable to pay the damage sustained as a result of the collision. The only question in dispute seemed to be how much should be paid for damage. The admissions were of the clearest kind of actual liability for the collision itself. There was no doubt, as Mr. Potter had pointed out, a considerable discrepancy as to the measure of damage which had been suffered. Further argument ensued and the case was adjourned.

## THE OLD FOLKS AND THE WAR.

Bearing A Heavy Burden.

Mr. Geo. R. Sims writes in the *Observer*:—

We realise, most of us, what the war has meant and still means to youth and to middle-age. Its tragedy and its sorrows have become part of our every-day life. We know how splendidly and how gallantly the young menhood of the Empire has answered the great call, how, bidding a tender goodbye to the dear ties of home, it has gone with undaunted heart and head erect to fling itself fearlessly into the fury of the fray.

We know how willingly and wholeheartedly our young womanhood has volunteered for sisterly service in the hospitals and in the camps, and how bravely it has dared the perils of the new methods of warfare carry far behind the battle front. We have seen our young womanhood lay aside the feminine arts and crafts and employments of peace to take up without a murmur the sterner tasks of war. We have seen it carry on not only the work of war, but fill the places of men in our commercial undertakings and our industries, on the land and on the railways. We have seen it re-inforcing the police, assuring the continuance of the passenger traffic of the streets, and saving the postal system from confusion and delay.

We know with what brave hearts the young wives of the Empire have borne the pangs of parting and the ceaseless anxiety of the long years of war. We know how terrible has been the strain upon the mothers and fathers of the Empire, whose sons are at bay with a raging and ruthless foe on land and sea.

But few of us have quite realised the extent to which the world tragedy has affected the aged men and women who are nearing the journey's end, and who, as the war drags on, begin to fear that their eyes may never again see the land they love at peace. They have bravely endured the long years of alternate hope and fear, and now they are straining their eyes through the darkness watching for the first faint glimmer of light which will herald the dawn.

Youth that survives the toll of battle can find comfort in the knowledge that the happy days will come at last, and that in all that those happy days will mean it will have its share.

The middle-aged have still a fair chance of knowing again the calm joys and peaceful pleasures of the pre-war days. They have had to endure the long hours of darkness, but for them the sun will shine again. Victory may be delayed, but it will come at last and bring balm for all their wounds. They will know at least that the dear ones they have lost have not made the great sacrifice in vain.

But the old folks are oppressed with the haunting fear that they will have to pass into the great Silence with the fate of their beloved land and all they hold dear in it still trembling in the balance. They, too, have endured bravely. They have borne uncomplainingly the stress and privations that the conditions of war have brought upon us. They have been sustained by their faith in the justice of their country's cause and in the might and valour of the proud race to which they belong. But their eyes grow dimmer and their limbs more feeble, and their last days are disturbed and saddened by the thought that they may die and never know.

Death would have had no terrors for them if they could have died with the Song of Simeon on their lips: "Lord, now lettest Thou Thy servant depart in peace, for mine eyes have seen Thy salvation." It is the salvation of the Lord's cause, the cause of Justice and Freedom, it is the glory of the people of the free lands and of the people of their own race and blood that these patriots long to see ere they go hence.

It is not of themselves they are thinking as the shadows gather. It is of the Imperial race to which they belong, of the great Empire that they know is now fighting

## DAIRY FARM NEWS.

## JUNKET

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COULOMMIER CHEESE. COTTAGE CHEESE

NOURISHING &amp; IDEAL FOOD.

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HEADACHES.

A frequent cause of summer  
headaches is torpid liver. To  
stimulate the liver, dispel con-  
stipation, sick headaches, bilious-  
ness, use

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the dainty little laxatives, which  
act as gently as nature. Of  
chemists, or post free 60 cents the  
vial, from Dr. Williams' Medicine  
Co., 96 Szechuen Road, Shanghai.

Enemy Aliens Sentenced  
at Shanghai.

Judgement was delivered on  
July 31 by the Mixed Court,  
Shanghai, comprising Mr. Grant  
Jones, British Assessor, and  
Magistrate Kuan, in the case in  
which Otto Selke, formerly editor  
of the War, and Walter Rohr  
were charged in connection with  
the attempts alleged to have been  
made by them to reach Germany  
by means of forged passports.  
Both men were sentenced to  
twelve months' imprisonment.

TO-DAYS  
ADVERTISEMENT.

PUBLIC AUCTIONS.

THE Undersigned has received  
instructions to sell by Public  
Auction on

MONDAY, the 12th, August  
1918.

commencing at 11 a.m.  
at No. 7, Gordon Terrace,  
Hanoi Road, Kowloon  
A Quantity of Household  
Furniture  
On view from Sunday the  
11th inst.

Catalogues will be issued.  
Terms:—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.

THE Undersigned has received  
instructions to sell by Public  
Auction on

WEDNESDAY, the 14th, August  
1918.

commencing at 2.30 p.m.  
at No. 3 Taikoo Terrace,  
Quarry Bay  
A Quantity of Household  
Furniture

(Full particulars from catalogue.)  
On view from Tuesday the  
13th inst.

Terms:—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.

## Hospital Fund's Windfall.

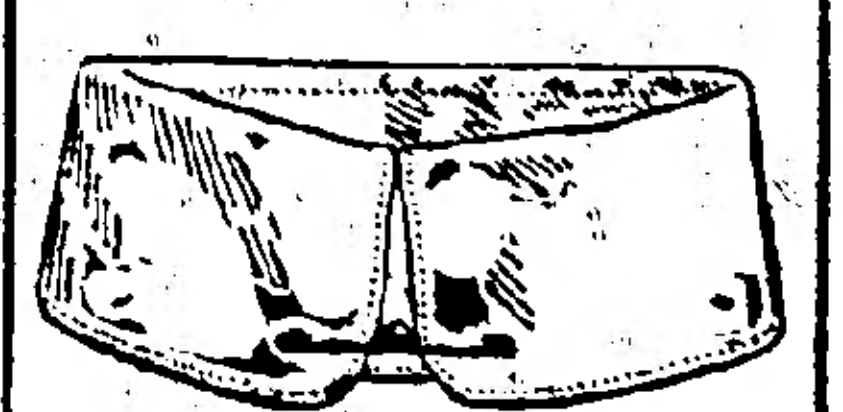
The residue of the estate of  
£49,953 left by Brigade-Surgeon  
John Law, of Guildford, after  
the payment of some £8,000 to his  
housekeeper and various charities  
the testator bequeathed to King  
Edward's Hospital Fund for  
London.

## Cigarette Ration.

On General Pershing's recom-  
mendation, the War Department  
has recognised that tobacco is as  
much a necessity for soldiers as  
clothing and food. As soon as the  
new order goes into effect, to each  
soldier with the American forces  
will be issued a daily ration of  
4-10ths of an ounce of smoking  
tobacco and 10 cigarette papers.  
As an alternative, four ready-  
made cigarettes will be issued, or,  
if preferred, 4-10ths of an ounce  
of chewing tobacco. Just how 4-  
10ths of an ounce is going to be  
issued to the men has not yet  
been determined, but the Quar-  
termaster is now working out a plan.

## Summit SOFT COLLARS

The Soft Collar is the vogue  
and Summit 49 is the one  
generally selected by discern-  
ing men for business wear.  
It needs no starch but yet  
conveys that distinction in  
dress always associated with  
Summit Collars.



SHAPE 49.

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TIES	(Long Open End)	\$1.00
"	(Bow)	50 Cts.
HATS	(Felt)	\$2.95
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"	(Pleated Front)	\$2.75
"	Etc.	

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SHANGHAI, KOBE & YOKOHAMA	*Inaba Maru T. 12,600	{SAT., 17th Aug., at 11 a.m.
	*Iyo Maru T. 12,330	{WED., 4th Sept., at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	*Tango Maru T. 13,500	{SATUR., 17th Aug., at 11 a.m.
	*Nikko Maru T. 9,600	{SAT., 14th Sept., at 11 a.m.
SHANGHAI, MOJI & KOBE		

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NEWCHWANG	Paoing	9th Aug. at noon.
SHANGHAI	Yingchow	11th Aug. at 11 a.m.

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Hongkong Aug. 7, 1918.

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Ysedyk	Java	19th Aug.	23rd Aug.	N'sati, Dalo
Tjitalap	Kobe	19th Aug.	23rd Aug.	Java

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Steamships.	Captain	Leaving.
Hailong	J. W. Evans	FRI., 9th Aug. at 1 p.m.
Hailan	A. E. Hodgins	THUR., 15th Aug. at 1 p.m.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Black Pier).  
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For	Steamship	On
HAIPHONG	Taksang	Thur., 8th Aug. at 7 a.m.
SHANGHAI	Wingsang	Fri., 9th Aug. at d'light.
MANILA	Loongsang	Fri., 9th Aug. at 3 p.m.
MANILA	Yuensang	Fri., 16th Aug. at 3 p.m.

CALCUTTA LINE.—This line is temporarily discontinued owing to the war, but will present a monthly service maintained with "KALKAJI" and "KALKAJI" calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified surgeon.

SINGAPORE LINE.—The s.s. "VAN WAERWICK" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first class passengers, and is fitted throughout with Electric Light and Fans and a so-called fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hanoi when indicated.

COCHIN LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kadal, Jusselton, Labuan, Tawau and Lahad Dato.

THIENTSIN LINE.—A regular service is run from March to October between Hongkong and Thientsin calling at Weihaiwei and Chiao.

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All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

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## SHIPPING NEWS.

Deaths of Seamen.

A return of the deaths of seamen has just been issued by the Registrar-General of Shipping and Seamen, according to reports returned to him during the month of May, 1917. By this return it appears that a total number of 1,553 deaths occurred, of which 818 were British, 216 Asiatics, and 519 foreigners. Of this number 847 were drowned, whilst a number were reported as having been killed at sea, presumably through enemy action. The remainder died from various diseases, accidents, &c.

Transshipment of Cargoes at Port Said.

Viscount Chinda, Japanese Ambassador to London, has reported to the Foreign Office, Tokyo, to the effect that the British Government has decided in principle to render no special facility for the transshipment of cargoes carried by Japanese steamers and consigned to any of the Allied or Neutral Powers to British steamers at the port of Port Said. In consequence, the consignments awaiting transshipment at that port will be carried by the N. Y. K. steamers on the Mediterranean service to Marseilles, Genoa, Naples, etc.

N. Y. K. Fleet on North American Line.

As previously reported, the N. Y. K. Management has arranged to transfer elsewhere some of the "extra steamers" on the North American service in view of the "summer" depression. The Head Office is said to have received an urgent appeal from its Seattle Branch to reinforce the existing fleet in order to speedily ship the cargoes at Seattle amounting to some 40,000 tons iron, machinery, etc. Accordingly, two extra steamers have been placed on that service. The N. Y. K. fleet, by the way, now numbers a dozen inclusive of the two additional ships above mentioned.

Proposed Lowering of Marine Insurance Premiums.

The premiums laid down by the War Marine Insurance Law are much higher than Lloyd's, and in consequence, the shippers naturally take more readily to insurance with foreign companies. A proposition has been raised to lower the prevailing premiums to such a level as will put the home insurance companies in a better position to compete with the foreign companies. It is expected that an appeal will be addressed to the Government to the desired end. The Tokyo Marine Insurance Co. is said to be taking the initiative in the movement. It is said, however, that the Government authorities concerned have hinted at their reluctance to reduce the present rates.

Dredging Operations at Tsingtau.

The dredging operations in the Junk Harbour at Tsingtau were started at the beginning of last June with three dredgers, one of which has been loaned by the S. M. R. Co. Harbour Works Office, Dairen. The daily progress of the dredging work is 50-60 tsu on an average. The total area to be dredged covers one-third of the whole of the Junk Harbour. The present depth is only 1 ft. at low tide which is to be deepened to 8 ft. There is in that port a pier which is of no practical use at present and is rather in the way of visiting junks. It is said to have been constructed under the German regime for temporary purposes. The authorities concerned intend to remove the pier to enlarge the mooring accommodation. It is expected that the dredging work will take ten months to be completed.

Trade Returns for Port of Newchwang.

The N. Y. K. steamers on the Japan-North China line which visited the port of Newchwang during June last numbered 10 in entries and 7 in clearances. The imports amounted to 2,778 tons, being an increase by 575 tons on the figures for the corresponding month of last year, whilst the exports reached 7,095 tons, which was a rather striking decrease by 2,306 tons from the corresponding period of last year. The decrease in exports is put down to the transfer of the s.s. Takeshima Maru (one of the N. Y. K. liners on the service) to the Shanghai route. The freight rates are quoted higher by 1/40 on imports and by 1/80 on exports than last year.

Particulars are shown under:—

To and from Exports Imports

Tons Tons

Tokyo 235.7 389.

Yokohama 1,526.8 66.7

Nagoya 38.3

Osaka 1,443.1 125.4

Kobe 51.2 28.1

Nagasaki 32.2 6.9

Tientsin 429.1 429.9

Dairen 5.



## CONSIGNEES

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## EARLIER TELEGRAMS.

(Continued from page 1)

## "MYSTERY SHIP" FIGHTS A SUBMARINE.

London, Aug. 5.  
Sir Eric Geddes related at a naval to American troops one of the most thrilling stories of a recent war in which a decoy known as a "mystery ship" fought a submarine for five hours. The ship had the appearance of a dinky collier. The crew and captain, rigged up as merchantmen and appearing to be an undisciplined lot, sailed the Atlantic under sealed orders. They sighted a submarine which began shelling and overhauling the decoy as she was running away. Shells dropped on deck killing and wounding some of the crew. The captain signalled in plain English that a submarine was shelling her and abandoning ship. Hours passed and the shelling continued. The ship took fire and the captain knew the magazine would soon explode, which occurred, heaving a gun overboard. The submarine then came in thinking she had got an easy prey, whereupon another gun was unmuzzled and fired most rapidly striking the submarine again and again and ultimately sinking the enemy. Warships below the horizon were called on and picked up the survivors. The Germans now knew this, but the First Lord of the Admiralty and likewise Admiral Sims had now got other means of trapping the U-boats.

## AIR RAIDS ON GERMANY.

Amsterdam, Aug. 5.  
An official message from Treves states that the Allied air-raid on Treves, on the 1st inst. did considerable damage, one being killed and four injured.  
From Cologne it is reported that ten airmen dropped twenty-eight bombs during the morning of the 1st inst., causing some damage. Twelve were killed and fourteen injured.

## BULGARIAN PEACE MOVE.

Athens, Aug. 5.  
The "Hestia" affirms that the mysterious journey which Czar Ferdinand of Bulgaria is making abroad is connected with a Bulgarian peace offensive.

## THE SOUTH AND THE NORTH.

## A Compromise Proposal.

Peking, 30th July.—The Peking Leader, referring to the conflict between the North and South, says that China can never be a united nation. "Whatever occurs in China is bound to have repercussions in other countries and the whole world being at war, we must think in terms of our international right and duties above all. We are at war with the Central Powers and we have duties to perform towards our co-partners. We not only have been found wanting, but our aims are deliberately inviting foreign aggression."

To keep up the pretence of fighting for the last ten months has been bad enough, but forth-coming events threaten to plunge the country to even greater depths of misery and to still further lower the esteem of our Allies and friends.

"According to public announcements China soon will have two parliaments, one in Peking and the other in Canton, both apparently meeting about 10th August. Now it is entirely out of the question for China to have two parliaments. It must be remembered that the people themselves are not divided into the so-called North and South, for there are Southern men, properly so-called, who are identified with the North as there are Northerners siding with the South. The division is between two rival military camps."

"Whatever the outward professions of the two parliaments may be, it is obvious that in their heart of hearts there is not that feeling of assurance and security born of national unity and contentment. Were they to confess the truth, it would not be far from the preference that their positions should be properly legal and constitutional."

"The question is how to bring law and order out of the present chaos and middle. We suggest that the North and South should compromise as follows:

"Both sides having declared their willingness to take up any reasonable proposition as the basis of mutual negotiations, let the North propose that the new Parliament should meet at Peking on 10th August but be dissolved if the Canton Parliament revises the old Parliamentary organization laws in such a way that the new Parliament evolved therefrom will be reduced to half of the former number of 870 and new members will be elected on a basis more in keeping with up-to-date conditions."

The Leader is of the opinion that such a suggestion, coming from the North, would have a greater chance of success than the

## CANTON NEWS.

Our Canton correspondent writes as follows:—  
Complaint Regarding Treatment of Germans.

The Dutch Minister in Peking has, on behalf of the interned Germans on the gunboat Tientsin in Canton, made a complaint to the Foreign Ministry, that they are not allowed to go to Cholon on Sundays and are only permitted once a week to land at an insubstantial place and walk for a short while. He requests an improvement in their treatment. An official letter to this effect has been received by the Foreign Commissioner, who is now requesting instructions from the Authority as to how to reply.

## Robbers Attack Sun Hui City.

A big robbery took place on the outskirts of Sun Hui in the early hours of the 4th inst. The robbers, between 300 and 400 strong, came parading by land and partly by steam launches and junk. The street gates were broken down and all the shops and houses in three streets (about 120 in number) were plundered. The robbers left at daylight with much booty, while 51 persons were kidnapped and four killed.

Parliamentary Programme.  
The Parliament held its first meeting on the 6th and decided that hereafter the meetings of the House will be on Monday and Thursday, the Senate on Tuesday and Friday, while the Provincial Assembly will meet on Wednesday and Saturday.

Wolfman Mines.  
A great many cynics have applied to the Financial Department to develop the wolfman mines in Heungshan district, but no licence has yet been given, pending the report from the provincial mining engineer.

## Pirates' Den Raided.

A pirates' den in Kowloon has been broken up by the soldiers. A number of pirates were captured, including the leader. The commander staff (four in number) belonging to the steamboat Sun Lee, and one passenger, were released.

alternative suggestion from the South for the reconvening of the old Parliament in order to complete a permanent constitution after which it would be automatically dissolved to make way for a new Parliament.

The Leader concludes that the scheme is essentially practicable and such as we loathe to give the "face-saving" cure its due place, there would be no loss of face on any side. Will not the North rise to the occasion? Remember the injunction of our own sages—"He is a coward who sees an act is righteous but does it not."

## THE TAI O TRAGEDY.

Indian Constable Charged with Neglect of Duty.

Before Mr. J. R. Wood, at the Police Court this afternoon, Indian Constable B145 was charged with neglect of duty on the morning of July 17 at Tai O.

Mr. T. H. King, A.S.P., appeared for the prosecution and Mr. W. L. Shenton for the defence.

Mr. King stated that on the morning of July 17, defendant was on duty at Tai O from 10 a.m. to 12 p.m. His post was outside the charge-room and he was armed with a rifle and 20 rounds of ammunition, and it was his duty to guard the station and warn the other police in the station of the presence of any suspicious person or craft. He (Mr. King) was going to prove that Sergeant Glendinning was shot at Tai O on the morning of July 17 at 10.30 o'clock and that Tai O Station was set on fire between the hours of 11 a.m. and 2 p.m. Mr. King further stated that, according to the Police regulations, no constable was allowed to leave his post and that the rules were explained to the Constables in Hindustani by the Jemadar. He also stated that defendant was on duty at Tai O, and, when he heard the shots being fired, instead of inquiring into the cause of it, ran away to the hill.

The Jemadar then went into the witness-box and stated that he was a Jemadar in the Hongkong Police Force, and it was his duty to instruct the constables with regard to the various rules in the Police Regulations. He further stated that on recruits joining the Police Force he instructed them for one month and after they had passed their examination they were only taught once a month at their stations.

Mr. Shenton then asked him whether he instructed the constables from the English text of the book, and the Jemadar replied in the affirmative.

Mr. Shenton then asked witness if he had any instructions as to what particular portion of the book he had to teach the constables, and he replied that he had none. Mr. Shenton then asked whether he had on any particular occasion instructed defendant in these rules, and he replied that he could not remember.

Witness then produced a book covering the main points of the Hongkong Police Force Regulations which he used to instruct the constables.

Mr. Shenton asked witness whether he taught the constables from that book alone, and he replied "No," stating that he also used another book in instructing them.

Mr. Shenton then asked whether, in the course of instruction, he had orders from the O.S.P. to teach the constables in any particular point of the Regulations.

Witness replied that only some portions of it were ordered by the O.S.P. and the balance he taught them at his discretion.

Mr. Shenton then asked if he alone was in charge of instructing the constables, and he replied that the Sergeant-Major assisted him.

Mr. Shenton enquired when these duties were commenced, and Mr. King replied that they were commenced after the Cheung Chau piracy in 1912.

Mr. Shenton enquired where witness taught the constables the various rules, and he replied that whilst they were recruits he taught them at the Central Police Station, and afterwards at the various stations.

Further evidence was called. The case is proceeding.

## American Lady Aviator.

Miss Katherine Stinson—the report of whose death in an accident has not yet been confirmed—in May last was sworn in as a Government mail clerk and made a journey from Chicago to New York carrying mail, in the course of which, though forced to descend once, she broke two aviation records, the distance of 700 miles without a stop and the endurance record which she herself established in December last.

## TYPHOONS AND SMALL-POX.

Interesting Article from Manila.

Discussion that has been going the rounds of certain circles that ought to be better informed, to the effect that typhoons serve to prevent the spread of small-pox, is scored in a bulletin of the Philippine health service which declares that such talk is bad or worse than medieval sorcery. The only known method of combating small-pox, or preventing its spread, is through vaccination the bulletin points out; all other weird tales to the contrary notwithstanding.

"Strange are the machinations of man's contorted mind," says the statement "and weird are the seemingly sincere outbursts therefrom. The relation of small-pox to typhoons is one of the latest and most amazing examples of this impervious mental attitude. 'Were it not a sad commentary on contemporary intelligence, it would be a matter of keen comedy when men solemnly rise on their haunches and affirm that small-pox is amenable to typhoons. Yet this ridiculous acknowledgment of medieval sorcery is being actively bruited about the city, fostered by the unimpeachable authority of otherwise rational men."

"The exact manner in which typhoons hold their occult power over small-pox must of necessity be left to the imagination of those hazy uneducated minds which first engendered the thought. Such people are perfectly capable of arguing that anything but a straight line is the shortest distance between two points. And the most significant feature of such irrational deductions is that there always seem to be plenty of listeners."

"The implied discourtesy to popular intelligence of having to state baldly that the weather does not influence small-pox any more than it does arithmetic, must in this case be extenuated, since typhoons as the only sure prevention of small-pox are getting altogether too wide a publicity."

"In this connection and while in a properly elementary form of mind, let it be stated unequivocally that vaccination is the only means so far discovered which will in any material way check the incidence of small-pox."

"The experience of the French and German armies, during the Franco-German war, 1870-71, is worth nothing. The German soldiers were vaccinated on enlistment; although the vaccination at that time was optional for the civilian population. In France, vaccination was carried out very perfunctorily, both amongst civilians and the military. Both armies were attacked by small-pox. The French lost 23,000 soldiers, the Germans only 278. 'And in the same tent, breathing the same air, the French wounded were heavily visited by the disease, while the German wounded, having been re-vaccinated, had not a single case.' (Sujous's Annual.)"

"Many pages could be filled with similar statistics showing that repeated general vaccinations are the only sure prevention of small-pox epidemics. Yet many otherwise intelligent persons seem never to have heard of these facts for an overwhelming number of people in the Philippines are taking the most extreme measures to avoid vaccination or re-vaccination."

"There are even some so-called physicians who more or less openly advise their patients against vaccination for one reason or another, and this opposition is taken seriously by the ignorant classes who do not realise that these advisers are none of them reputable nor are most of them even graduates from medical schools."

"The reputable medical profession for the last hundred years have believed in vaccination and have practised it; and to-day there is not a prominent medical man here or elsewhere who is opposed to it."

"So relegate the connection between small-pox and typhoons to the limbo of other (let us hope) forgotten fallacies; to the resting place of 'tuberculosis and heredity,' 'malaria and night air,' 'typhoid and damp cellars,' 'leprosy and the evil eye,' and a score of others, and take up the not entirely new but thoroughly proven axiom that vaccination, and vaccination more than all else, will stamp out small-pox."

—Manila Bulletin.

## THE WOMEN'S ARMY.

Wonderful Grit of the W. A. A. C.

Not long ago, at a recruiting meeting for the Women's Army Auxiliary Corps, the Minister of Labour drew attention, to certain rumours which had recently been widely circulated, with regard to the conduct of the women now serving in France.

He proposed, in conjunction with the Commandant of the Women's Army, to send out to France a number of investigators, selected with the utmost discretion, to see whether there was any foundation for these rumours, which, as far as he was concerned, he attributed to the most skilful and subtle form of pro-German propaganda.

The women who immediately afterwards went out to investigate these charges were selected either for their scientific attainments, like Dr. Elisabeth Sloan Chesner, or for their social work, like Miss Fiction Turberville, Chief of the Young Women's Christian Association. The most searching and unbiased investigation has had the effect, not merely of utterly disproving every allegation against the girls in France, but has also given a new stimulus to recruiting by drawing attention to the wonderful grit and esprit de corps which they have developed as the result of their work.

When one remembers that every girl who joins the Women's Army releases a man for the fighting line, it is not difficult to see why the pacifist or pro-German finds this insidious form of propaganda worth his while. Persistent rumours to the effect that these girls are exposed to every sort of temptation in France will very soon affect recruiting, because the parents and relatives of the decent type of women who is not vitally needed, will naturally take alarm.

The publicity, however, which has most sensibly been given to these charges, has had excellent results. They have been as publicly disproved, for one thing; the Queen has signified her wish that the Corps should, for the future, be known as Queen Mary's Women's Army Auxiliary Corps; and the rules and regulations which govern the whole of the women's organization at the Front have been clearly re-stated.

At the present time there are only 6,000 of the Women's Army actually at the front; but this is only a first draft of the far larger army of women which will be required within the next few months. The new Man-Power Bill now before the House is calling for the men up to fifty years of age. Women who can replace men in depots, camp kitchens, aeroplane factories, and in a hundred other jobs immediately behind the lines, are quite as urgently needed as the men of fifty. Even in the intricate work of running military signalling stations, they do actually, and satisfactorily, replace men.

They work on eight hour shifts. The work is extremely hard while it lasts, but when it is over they are free to enjoy the concerts, dances, and entertainments of various kinds which are got up for them, the only restriction being that they must be in by 8.30 every night. The authorities have had the good sense to encourage social gatherings to which the girls may invite any friends they have made among the soldiers, and the experiment has proved a complete success. Some of the men were rather inclined, at first, to take it for granted that the girls had come out to France for the fun of the thing, and for the sake of the uniform, and the pioneers had a good deal of discouragement to put up with. They contrived in a few months to show what they were made of, and the best accounts of their work invariably come from the men home from France on leave.

In the recent retreat many of the girls came for the first under fire, and their behaviour was admirable. At a critical moment a considerable number of them were offered some sort of transport to take them as rapidly as possible out of danger. They unanimously decided that they preferred a fifteen mile march, with the Germans close behind them,

rather than that they should take up transport needed for another purpose.

Recruiting for the Women's Army has been speeded up enormously by the critical situation at the Front. Many women who have hitherto held back, either for family reasons, or because they had not realised that they were wanted, were only waiting for a definite call to join up at once. The Man-Power Bill, with the immense sacrifices which it entails upon the older men, will finally bring in, voluntarily, a vast army of women too.

Now that at last they definitely understand that every man is wanted, and that every woman who joins the Women's Army releases a man for the fighting line they may be counted upon as a powerful factor in increasing the man-power to win the war.

—Violet Booth-Jones.

## TORPEDOED BOY SCOUTS.

Young Heroes Anxious to go to Sea Again.

Nothing can appeal the Boy Scout. He comes up smiling, and asks for another ship after a torpedo attack, and introduces himself as ballast into our aircraft.

"Every now and then," an official at the Scouts' Headquarters recently explained to a Daily Chronicle representative, "the boys drop in here with beaming faces to announce that they have been torpedoed. 'Then you won't want to go to sea again?' we usually inquire, with mock solemnity. 'Rather! They indignantly reply, or 'Won't I just! Certainly the experience of being torpedoed or mined never acts as a deterrent.'"

But the most useful piece of war work performed by Boy Scouts is that of coast watching. Day and night, in fair weather and foul, they are patrolling the beach, watching all passing craft, salvaging wreckage and assisting any vessel in distress.

Incidentally the representatives learned, they are taken up into aircraft as "ballast" (the boys are game enough for anything), and one, joining a life-boat crew that was short handed, was out all night on the stormy sea, and playing a manly part in the work of rescue. The Sea Scouts, it was stated, have "distinguished themselves in numerous cases of life-saving, prompt dispatch-riding, fire extinguishing, and various confidential services."

Flax hoeing is the latest work of national importance to be undertaken by Boy Scouts. Today a number of East-end Scouts will journey to Peterborough, there to undertake the hoeing of the flax which, in order to provide material for aeroplane wings, is being cultivated for the Government. The Peterborough district will absorb about 350 of these young patriots (who are consecrating to this object their Whitsun holidays), and 105 will go to Yeovil, where the soil has proved suitable for flax.

By a development of their original plans the Flax Production Commissions have decided also to employ 1,000 Boy Scouts for "pulling" and harvesting the crop in July and August. Thus ever widening is the area of valuable war service.

A month or two ago the authorities inaugurated a scheme under which some hundreds of Sea Scouts are serving in the mercantile marine as "bridge boys," their duties being to assist in signalling, to attend telephones, to run messages, and generally to help the quartermaster. This is now yielding a supply of youths who are being assisted on their way to become petty officers.

## "Over the Top."

The Hendon Manufacturing Company, makers of Indian motor-cycles, in Springfield, Mass., U.S.A., won distinction for itself in the recent Third Liberty Loan campaign, by over-subscribing its quota. The drive started among the factory employees at 8 o'clock on a Monday and by 6 o'clock that night more than 93 per cent. of the Company's quota of \$80,000 had been subscribed. The following day it climbed to 97 per cent. and on the third day the employees had taken bonds valued at \$82,400, or 116.5 per cent.

rather than that they should take up transport needed for another purpose.

Recruiting for the Women's Army has been speeded up enormously by the critical situation at the Front. Many women who have hitherto held back, either for family reasons, or because they had not realised that they were wanted, were only waiting for a definite call to join up at once. The Man-Power Bill, with the immense sacrifices which it entails upon the older men, will finally bring in, voluntarily, a vast army of women too.

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—Violet Booth-Jones.

## TO-DAY'S MISCELLANY.

Even in these days of literary depression the ten "intellectuals" of the Goncourt Academy continue their annual award of the Goncourt Prize. The will of the Goncourt brothers destined the prize "to remunerate a work of imagination—the best novel, the best collection of short stories, the best volume of impressions, the best volume of imaginative writing in prose, and exclusively in prose, published within the year." For the last four years all the prizes have gone to war writers. Last year the Goncourt Prize book was "Le Feu" ("Under Fire"), written by Henri Barbusse—an award confirmed by the great reputation which the work has lately achieved. This year the honours have gone to Henri Malherbe, a newspaper correspondent, unknown as an author even in France. His book, "La Flamme au Poing," is also a war-book, but escapes from the stark realism of "Le Feu." It attempts to give us something beyond the mere mechanism and brutal materialism of battle, and is in distinct contrast to the present naturalist tendency in war literature. The book has yet to be translated into English.

Looking through the American army lists one is attracted by extraordinary and in many cases even poetic names. This nation, of course, is very cosmopolitan, and that accounts for the Russian, French, and Italian favours, but the others are so bizarre that they seem to have been deliberately chosen with that effect in view. A recent list contained the following names:—Orval Fike, Romeo Nadeau, Vivian Merlin, Olaf Flink, Ivory Gamble, Gregoire Paleologue, Louis Lero, Managiel Tremblay, Baslow Skibo, Mihal Bobelo, Chaucney Dase, Elmer Norbert, Names such as these certainly are more interesting than, for instance, our William Jones, Thomas Smith, James Taylor, Albert Olegg, Samuel Wagstaff. Is there any reason why at this time of day we should not try to introduce a little colour even into our national nomenclature?

M. Pierre Loti has just written an article in the *Figaro* which surely deserves a place among the famous polemics in literature. He confesses that he has often denounced but never read Nietzsche till a few weeks ago, and having read him takes him to his heart and calls him "cher petit Allemand de mon cœur" (he apologises for the phrase, but says it came to him spontaneously). M. Loti loves him for his fierce, invectives against Germany and the Germans. He approves of Nietzsche's attack on Wagner for "condescending to become a German," for he himself worships Wagner except when he is blinded by "Germanic infatuation." There is a sting, however, in M. Loti's praise. Nietzsche, he says, reveals himself a German by the very coarseness of his attacks on Germany.

Parents who give their children Scriptural names should take warning from a witness at Willenden recently, who sadly remarked that he was baptised John, but people never remembered it, so he called himself John. His case, however, was not so bad as that of the parents who presented their child at the font and announced that it was to be called Beelzebub. The person, not unnaturally, objected, and turning to the father asked what his name was. "John, sir," he replied. "Very well," said the person; "I shall baptise this child John." And so it was. Not until it was irrevocable did the mother say: "You may think yourself very clever, sir, but it's a lamie!"

Jack Tar has seized upon "chevron" and made it his own. But Jack does not care much for alien words. The Bellephor, as we know, soon became the Billy Ruffian; the Agamemnon is known throughout the Fleet as the Aggie; Scape Flow, with less affection, as Scabbie Law. These the chevrons eyed with hostility because they are new-fangled and therefore very probably a nuisance, are earning a rather mixed welcome by the lower-deck as "above-iron."







